

FORM 120 USE PREVIOUS EDITIONS

CLASSIFIED MESSAGE

MFG. 1004

DATE 2010Z 17 DEC 64

S E C R E T

ROUTING	
1	01 Tech 9 RB
2	10
3	11
4	01A MO 12
5	13
6	CO 14
7	0015+T 15
8	16

25X1A

TO :

FROM :

ACTION:

INFO :

ROUTING INT

1
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ROUTINE

25X1A

TOR: 2105Z 17 DEC 64

25X1A

05A1-15

IN 63277

TO

INFO

CITE

25X1A

OXCART

25X1A

1. FSW NBR 626 DISTRIBUTION THIS MESSAGE LIMITED TO THOSE WITH ABSOLUTE NEED TO KNOW.

25X1A 2.

FROM AREA SERVICE.

3. ARTICLE 124 MADE GO 279 ON 16 DEC. MAX ALT: 28M, MAX MACH: 0.90, DURATION: 1:35, PURPOSE, DRIVER TRAINING. NO ENGINE PROBLEMS.

4. ARTICLE 131 MADE GO 31 ON 16 DEC MAX ALT: 82M, MAX MACH: 3.04, TOGW 110K, DURATION: 1:01, PURPOSE - SYSTEM G TESTS. PRIOR TAKEOFF THE LEFT NOZZLE WAS UNSTABLE BUT BECAME ALL RIGHT AFTER THREE ACCELERATIONS AND REMAINED ALL RIGHT THROUGHOUT TAKEOFF AND THE COMPLETE FLIGHT. TOWARDS THE END OF THE FLIGHT RIGHT CIP DROPPED WHICH APPEARS TO BE RESULT OF IMPROPER BY-PASS DOOR SCHEDULING.

5. ARTICLE 127 MADE GO 95 ON 16 DEC. MAX ALT: 77M, MAX MACH: 2.8, TOGW 117K, DURATION: 2:50 PURPOSE: TRAINING. MADE AN ACCEL AND THEN AAR. ON SECOND ACCEL ENCOUNTERED TURBULENCE AND ARTICLE HYDRO SYSTEM PROBLEM. FLIGHT ABORTED AND RETURNED HOME.

USAF review(s)
completed.

S E C R E T

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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S E C R E T

PAGE TWO

6. ARTICLE 132 MADE GO 27 ON 16 DECEMBER. MAX ALT: 76.8M
MAX MACH 2.79 TOGW 116K. DURATION 1:30. PURPOSE: PERFORMANCE.
OTHER THAN ROUTINE ENGINE TRIMMING THERE WERE NO PROBLEMS. SOME
INLET ROUGHNESS AND AD'S WERE ENCOUNTERED WHICH MAY BE PARTIALLY
DUE TO SOME SEVERE TURBULENCE ENCOUNTERED ALONG FLIGHT PATH.

7. ARTICLE 129 HAD ITS LH ENGINE (306) REPLACED BY (305) ON
15 DECEMBER DUE BROKEN FUEL LINE DISCUSSED IN FSW 625.

8. ARTICLE 128 MADE GO 67 ON 15 DECEMBER. MAX ALT: 49M, MAX
MACH 1.83, TOGW 98K. DURATION 0:55. PURPOSE FCF. DURING THE
ACCELERATION ENCOUNTERED HEAVY ROUGHNESS AT 1.65 MN. REDUCED POWER TO
MIN AB THEN MILITARY BUT STILL HAD ROUGHNESS. ABORTED FLIGHT AND
BEGAN DECELL. AT 1.3MN ROUGHNESS BECAME LIGHT AND AT 1.0MN
COMPLETELY DISAPPEARED.

9. ARTICLE 130 MADE GO 60 ON 15 DECEMBER. MAX ALT 75M, MAX
MACH 2.85, TOGW 90K. DURATION 0:55. PURPOSE FCF. HAD INLET ROUGHNESS
AT ALL TIME ABOVE 2.5MN AND ENCOUNTERED SEVERAL AD'S ON BOTH SIDES.
NO ENGINE PROBLEMS.

10. ARTICLE 134 MADE GO NR 6 ON 16 DECEMBER. DEBRIEF NOW IN
PROGRESS. DETAILS NEXT FSW

11. ARTICLE 121 AND 122 SCHEDULED FOR GO'S ON 16 DECEMBER BUT
BOTH CANCELLED DUE WEATHER DEVELOPING.

END OF MESSAGE

S E C R E T